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IDEA 0042-67

Copy 5 of 6

- 5 JAN

MEMORANDUM FOR: Comptroller, OSA

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SUBJECT: IDEALIST Operational Summary
and Status (December 1966)

REFERENCE: Memorandum from D/SA to D/O/OSA
and D/H&D; dated 26 May 1965;
Subject: OSA Monthly Report to
DD/S&T and Program B Quarterly
Review Report to D/NRO

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Attached is the IDEALIST Operational Summary and
Status report for the month of December 1966.



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WILLIAM E. SHELTON
Colonel USAF
Deputy for Operations, OSA

Attachment - 1
As stated above

IDEA/OSA/  **nea (4 Jan 67)**

- Distribution:**
- #1 - Compt/OSA**
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GROUP 1
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IDEA 0042-67
Attachment 1

IDEALIST

OPERATIONAL SUMMARY AND STATUS

I. General Summary

A. There were no Agency U 2 overflight missions during December 1966. Mission C226C was alerted for 2 December but was not approved by GBC because of the lack of an urgent requirement. Mission C236C was alerted for 21 December and cancelled on 22 December for [redacted] Mission C246C was alerted for 29 December and was cancelled for dual reasons, [redacted] and weather. Deployment to [redacted] for training was attempted on 4 December but was [redacted]

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B. A [redacted] mission was flown on 20 December for testing of System 13C installed in Article 373 prior to deployment. The results have not been received.

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C. During the month the "H" camera was deployed to [redacted] Since its arrival five training/test missions have been flown, and the camera should be operationally ready on 1 January 1967.

D. As of 29 December the [redacted] [redacted] had completed 33% of their U-2 flight training.

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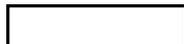
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E. Article 373, a "C" model equipped with the 13B engine is scheduled to deploy from Edwards AFB, California to [redacted] Taiwan on 10 January 1967.

II. Product Improvement

A. Four J-75 (P-2, P-13, P-17, P-19) engines have been converted to J-75-13B engines. Three have been installed, tested and are operating satisfactorily. After conversion the original type P-2, P-13, P-17 and P-19 lose their individual identity and become P-13B engines. This eliminates the problem of shipping type P-17 engines to [redacted]

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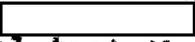


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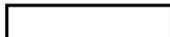
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B. Arrangements have been made to procure one specific brand of engine oil for all customers. This will eliminate flushing of engines which is mandatory when different brands of oil are used.

C. The aircraft and engine historical records reporting system is being standardized. This should tighten administrative and maintenance controls on QEC kits and time change items.

D. Arrangements have been made to flight test System 21 installation with  recorder; also, at the same time, plan to operational test the Air Data Computer/Tape Altimeter.

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